

GOOD ROADS CAR TO TAKE SHORT ROUTE

Times-Dispatch Chalmers-Detroit
Leaves for Washington Via
Fredericksburg.

DUE AT LEESBURG TO-MORROW

Party to Join Washington Post
Good Roads Car on Trip
Down Valley.

Early this morning The Times-Dispatch Washington Post-Chalmers-Detroit good roads car left Richmond for Washington over the short route by way of Fredericksburg, in order to meet the Washington Post-Times-Dispatch good roads car and accompany it to Leesburg, where a great good roads meeting will be held to-morrow morning. Traveling in the Times-Dispatch car were Allen Potts, managing editor of The Times-Dispatch, and E. J. Ray, while in the Washington Post car will be Messrs. Colman, Duckstein and Pennypacker.

Going Over Short Route.
The run from Richmond to Washington will be made over practically the same route traveled by the Times-Dispatch good roads car ten days ago; that is, by way of Ashland, Doswell, Fredericksburg, Stafford Courthouse, The Rectory, Occoquan and Alexandria, the distance being about 130 miles.

So many people have insisted that this was the proper route to be selected, that despite its fearful condition, The Times-Dispatch has determined to again send the car over the road in order to ascertain whether the people residing along the road are in favor of the great highway between Washington and Richmond, and to discover whether or not the supervisors through whose districts the road passes had improved the road on account of public clamor.

From Richmond to Ashland the road is already in fairly good shape, although at best it is only a dirt and gravel road, and from Occoquan at the other end near Washington for twenty-five miles there is an excellent dirt and gravel roadway, leaving only about eighty-five miles of the road between Ashland and Occoquan to be traveled.

Deep Enough to Bury Car.
Many of these miles are in fearful condition, there being holes in which a car could almost be buried, and many places where it is so impassable that it is necessary for the car to be driven into the woods to escape the certainty of being mired on the public highway.

After Fredericksburg is reached, there are stretches in Stafford county which are almost perilous because of the road being built over hanging gullies and cliffs. Those who favor the so-called short route by way of Fredericksburg insist that the highway can be built more cheaply over this route of 130 miles than over the route of 180 miles by way of Culpeper, Orange and Gordonsville, but they also point out that the road passes through a very historic section, through many battlefields, and that therefore it is the proper route to be chosen by The Times-Dispatch and Washington Post. A number of persons have agreed to subscribe liberally to the construction of the road if it goes by way of Fredericksburg. Among these, Mrs. Atkinson, the owner of the Richmond Hotel, of this city, has declared that she will give \$1,000 and more, if necessary, if the short route is selected.

Willing to Build Link.
The editor of The Times-Dispatch received a letter yesterday from a man living in the western part of the State, and away from any of the routes which could be chosen between Richmond and Washington, saying that if the proposed route could be run by way of Charlottesville and Goodland county to Richmond, that he, at his own expense, would build a model macadam road from Goodland Courthouse to the State Farm.

In explanation, he said that he did not think that it was anything more than a "right" and proper because he owned property in Goodland county and believed that if the highway passed through Goodland that the property would be doubled and even tripled and quadrupled in value. He declared that the work being done for good roads by The Times-Dispatch and

Washington Post was excellent, and that nothing had been done for the welfare of the State in recent years that could possibly appeal so strongly to the people, nor could be of greater value to the entire State.

SUPERVISORS TO HELP

Caroline County Anxious to Improve Old Stage Road.

Editor Times-Dispatch:
Sir,—I suggested to you on last Tuesday a week ago, as the best and nearest route for the Richmond-to-Washington route for automobiles, the Old Stage Road, from Richmond through Hanover, through Bowling Green and Fredericksburg, and on to Washington. The supervisors at their meeting last Monday a week since passed resolutions pledging their support for the betterment of the roads, and especially the Old Stage Road, as it is a main thoroughfare through the county. They are now in two districts through which this road passes at work on the roads, putting them in shape, and in the other district I have written the supervisor urging upon him the importance of putting his roads in as good condition as he can for the limited time he has, and I suppose he will do so, as it was generally understood among them that this was what they would do. I have also gotten others to write him and urge him to at once get to work on his road. We, of course, will not have a pike, but if a few places can be gotten in proper order within the next ten days or two weeks, you will have a very good road through the county for more than thirty miles. The soil is such on this road that it can be easily made into a good road, using gravel, sand and clay, and most of it is on a ridge which will give good drainage. I have written to find the best road from Richmond to Hanover, and when I hear will write you what I find. This Old Stage Road is the road from Washington to Richmond which was used before the Richmond, Fredericksburg and Potomac Railroad was built. There are historic points along this route which one would not get through any other route in the county. Aside from all this it is by far the best route to the nearest, and the easiest road to improve and keep in.

T. C. VALENTINE.
Bowling Green, Va., July 13, 1909.

BID FOR HIGHWAY

Lunenburg County Offers Many Attractions in Way of Good Roads.

Editor of The Times-Dispatch:
At the meeting of the board of supervisors of this county on yesterday I was instructed to write you a letter calling your attention to the advantages offered by the old Cox Road from Petersburg to Clarksville as a link in the proposed automobile highway from New York to Atlanta. If you are familiar with the topography of the county south of Petersburg you will see the advantages offered by this route. The route as you have tried it south of Petersburg through Emporia is so close to the sea coast that the land is rather flat and in winter the roads are very bad.

We have good roads through this (Lunenburg) county, and, in fact, all of the way from Petersburg, and would be glad to have you send your scout car this way. In Lunenburg, by way and the other counties through which the Cox Road runs the people are alive to the importance of good roads and are improving theirs very fast.

We are anxious to have the automobile highway run through this county, and will appreciate whatever help you will give us in this matter.

D. T. KENNEDY.
Kenbridge, Va., July 13.

GOOD ROAD IN SIGHT FROM LYNCHBURG TO CHARLOTTESVILLE

[Special to The Times-Dispatch.]
LYNCHBURG, Va., July 13.—Great interest has been aroused in Amherst and Nelson counties in the matter of connecting the main macadam road from this city to Charlottesville, which would be a link in the proposed national highway from New York to Atlanta. The road, which would be a fifteen-mile road, completed from Lynchburg to Amherst Courthouse, and ten miles more would put the road to Charlottesville, where a macadam road would take it up and carry it to the Albemarle county border. Men who are tough with the affairs of these counties think there would be no doubt about the road being built should the route be decided upon through this section.

FOR AUTO AMBULANCE

Subcommittee Forwards All Proposals Without Recommendation.

A subcommittee from the Committee on Relief of the Poor, consisting of Aldermen Marks and Bennett and Councilman Beards, last night, on bids for the proposed new automobile ambulance for the city.

The proposals were as follows:

Gordon Motor Company, Inc.; Stevens-Duryer car, \$4,100.

S. Stagg; Maxwell car, \$2,800.

A. Blenner; White Steamer, \$4,700.

B. Blenner; Oldsmobile, \$4,100.

Electric Construction Company of Virginia; car, \$3,400.

Foster Motor Company; Studebaker car, \$4,500.

American Locomotive Automobile Company of New York; Alco-gasoline car, \$4,250.

James Cunningham, Son & Co., of Rochester, N. Y.; specially built car, three styles, \$2,500, \$2,750 and \$3,000.

Owing to the limited time before the meeting of the Board of Aldermen thoroughly to look into the specifications, the subcommittee decided to forward all the bids to the whole committee without recommendation.

NEW VIRGINIA CONCERNS

The State Corporation Commission yesterday issued the following charters:

Glendale Development Corporation, Norfolk. C. C. Walton, Jr., president; W. H. Bell, vice-president; J. L. James, secretary and treasurer—all of Norfolk. Capital: Maximum, \$25,000; minimum, \$10,000. Objects: Real estate business.

United Typewriter Exchanges (Inc.), Roanoke. F. H. Tuxbury, president; S. G. King, vice-president; G. R. Kelly, secretary and treasurer—all of Roanoke. Capital: Maximum, \$50,000; minimum, \$10,000. Objects: Typewriter business.

Norfolk Trunk Factory (Inc.), Norfolk. Sophie Goldsmith, president; Ethel Goldsmith, vice-president; C. L. Goldsmith, secretary and treasurer—all of Norfolk. Capital: Maximum, \$25,000; minimum, \$10,000. Objects: Manufacturing.

Remington Creamery Company (Inc.), Remington. B. W. Strickland, president; F. E. Bowman, vice-president; J. T. Nicholas, secretary and treasurer—all of Remington, Va. Capital: Maximum, \$10,000; minimum, \$5,000. Objects: Creamery business.

American Ciderola Company (Inc.), Roanoke. H. Woodrum, president; E. W. Tinsley, secretary and treasurer—all of Roanoke. Capital: Maximum, \$25,000; minimum, \$10,000. Objects: Ciderola business.

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THE VIRGINIAN RAILWAY'S CLUB CAR SERVICE

Is Rather An Innovation. Have You Tried It?

Leave Norfolk, Daily, . . . 10:00 A. M.

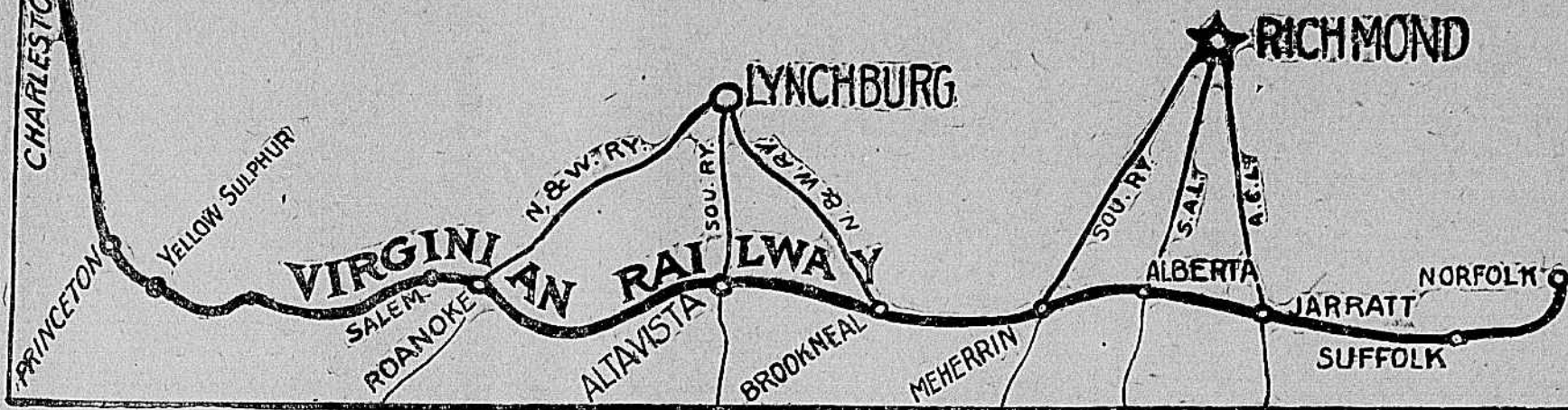
Leave Roanoke, Daily, . . . 7:40 A. M.

Train from Norfolk Arrives at
Jarratt, Daily, . . . 12:53 P. M.
Alberta, Daily, . . . 1:54 P. M.
Meherin, Daily, . . . 3:11 P. M.

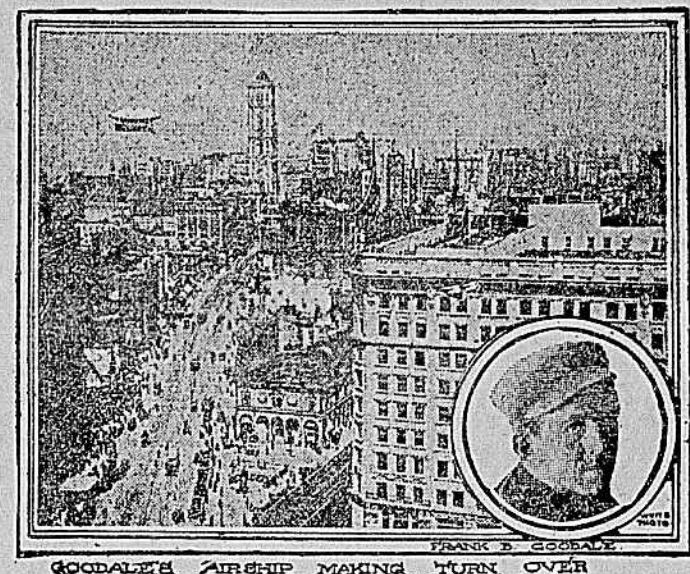
Arrive Roanoke, . . . 7:55 P. M.

Arrive Norfolk, . . . 5:20 P. M.

Through Trains Between Roanoke, Va., and Charleston, W. Va.



LOOKING DOWN ON BROADWAY



ROADSIDE AIRSHIP MAKING TURN OVER BROADWAY AND FORTY-SECOND STREET

C. A. Woodrum—all of Roanoke. Capital: Maximum, \$50,000; minimum, \$5,000. Objects: Handle apples and make soft drinks. Also to plant apple orchards.

Disputanta Peanut Company (Inc.), Disputanta. A. E. Roney, president and treasurer; J. A. Roney, vice-president; H. P. Brown—all of Disputanta. Capital: Maximum, \$15,000; minimum, \$7,500. Objects: Clean, sell and deal in peanuts.

Gale Ford Company (Inc.), Norfolk. C. A. Omohundro, president; E. R. Gale, vice-president; F. R. Ford, secretary—all of Norfolk. Capital: Maximum, \$30,000; minimum, \$5,000. Objects: Jewelry business.

Virginia Beach Battery Duck Club (Inc.), Norfolk. J. E. Lambert, president; W. C. L. Williamson, secretary; Geo. W. Whitehurst, Jr., treasurer—all of Norfolk. Capital: Maximum, \$25,000; minimum, \$500. Objects: Hunting and fishing club.

BOYS WHITEWASH DUSTY TRAVELERS

T. B. Kelley, of Atlanta, Nearly
Blinded by Frank of Mischievous Urchins

Not having even a stone wherewith to lay their heads, T. B. Kelley, of Atlanta, and C. M. Osborne, of Washington, D. C., sent to sleep yesterday under the Seaboard Air Line viaduct, and there slept more soundly than millionaires in beds of down until some mischievous urchins came along and spoiled their rest with a bucket of fresh lime.

The two men snored like the seven

Children Cry

FOR FLETCHER'S

CASTORIA

KEEP COOL

by drinking ice-cold Vernor's Ginger Ale

Polk Miller's, 834 E. Main.

ALL I ASK IS THAT YOU TRY IT

RHEUMATISM

no matter what you have tried, or

get a bottle of RHEUMATISM at once.

At all drugists or Phone 523.

Cow Peas—Soja Beans

Every variety; choice; reselected;

new crop peas, and prices that will

attract. Soy or Soja Beans, choice

quality at lowest prices they have been

offered for years. Write for price list.

We pay highest market prices for wool.

WALLERSTEIN PRODUCE CO.,

wealth. But the fact that 2,842 permits have been issued in Richmond since 1905 gives some idea of the automobile traffic in this city.

The number of cars operated here varies from day to day, for tourists come and go forever, and machines and numbers constantly change hands. Unless the books in Major Werner's office were examined with care, an operation which would require several days, it would be impossible to compute the exact number of automobiles owned and run by Richmond citizens; but the number is estimated to be, in round numbers, in the neighborhood of 200, though it is probable that this is under the actual figure.

Permit No. 1 was issued to William Archer on August 13, 1905, the license being for a Knox Three-Wheel, or four-horsepower. No. 2 was issued to Harvey Willson, for an Elmore, of sixteen-horsepower. Jonathan Bryan got permit No. 3 for an Elmore, of sixteen-horsepower.

License No. 13 was issued to B. H. Jurgens, for Pope Tribune, of twelve-horsepower. "El Dorado" license, No. 23, was issued to Barney Bowman for a Parker Steamer, of four-horsepower, which was afterwards transferred to C. V. Carrington for a White Steamer, of eight-horsepower.

During the year of the Episcopal Convention, in this city, J. Pierpont Morgan obtained permits to run two machines here, both of them Lamosino touring cars. The licenses were 1221 and 1222.

The ordinance allowing the issuance of permits to automobile owners, whether of this city or elsewhere, was approved July 22, 1905.

FONTICELLO WATER

Real Estate for Sale.

FOR SALE—ONE OF THE FINEST RESIDENT PROPERTIES ON FRANKLIN STREET, NEAR FOUSHEE. PRICE, \$25,000. ADDRESS B 453, CARE TIMES-DISPATCH.

FOR SALE

VIRGINIA REALTY COMPANY,

23 North Ninth Street,

Richmond, Va.

TWENTY-EIGHT ACRES, FIVE MILES FROM RICHMOND.

Land lies well; sixteen acres in timber, rest in high state of cultivation; well adapted to trucking. Eight-room house, in good condition; small orchard, in bearing. Ten minutes' walk from railroad station. Price on application. Write for catalogue of other farms. Largest list of farms and timber lands in the United States.

Real Estate for Rent.

Phone, Call or Write

FOR OUR REVISED

RENT LIST

IT CONTAINS MANY ATTRACTIVE OFFERINGS.

H. SELDON TAYLOR & CO.

Legal Notices.

Commonwealth of Virginia,

Office of

Superintendent of Public Printing,

Richmond, Va., July 14, 1909.

SEALING OF BOOKS FOR PRINTING.

FIFTEEN HUNDRED COPIES OF

THE ONE HUNDRED AND NINTH

VOLUME OF VIRGINIA REPORTS

will be received at this office up to

12 M. WEDNESDAY, JULY 28, 1909.

At the same time and place bids will be received for BINDING, WRAPPING AND LABELING NINE HUNDRED COPIES OF THE above-mentioned books, and for PACKING SIX HUNDRED COPIES in unfolded sheets in substantial wooden boxes, each box to contain the printed sheets for 155 complete copies of the said book, and to be plainly marked or labeled on two outer ends and on sides, so as to indicate the contents thereof.

Printed schedules on which all bids will be required to be made will be furnished on application.

Each bid must be enclosed in sealed envelope, addressed to the Superintendent of Public Printing, and marked "Private."

Bids will be required to make daily shipment of carefully-read proof, and to furnish bond with approved security, for the faithful performance of contract.

The right is reserved to reject any or all bids.

DAVID BOTTOM,

Superintendent of Public Printing.

Auction Sales, Future Days.

SALE AT PUBLIC AUCTION

OF

VALUABLE PLANNING MILL

PROPERTY

AT

McKENNEY, VIRGINIA.

Twenty-four miles South of Petersburg, on Seaboard Air Line.

THURSDAY, JULY 15, 1909,

AT 12 O'CLOCK NOON.

By direction of the owners, we will sell at Public Auction, to the highest bidder, on Thursday, July 15, 1909, at 12 o'clock noon, at McKenney, Va., the following valuable planning mill, now being operated by M. J. McNair & Co., consisting of the following machinery, in good order, namely:

1 30 H. P. Atlas Return Tubular Boiler, 1 30 H. P. Erie City Iron Works Engine, 1 L. Power & Co. Planer and

Matcher 6x14 inches, 1 Glen Cove Planer and Matcher 6x14 inches, 1 De-

Loach Trimmer, 1 DeLoach Edger, Circular Saw, 1 60-inch Stur-

devant Blower, 1 Cyclone with 120 feet Blower Pipe attached, 1 Knife Grinder,

Shafting, 16 feet 27-1/2-inch Shafting and Dies, 50 feet 4-inch Steam Pipe,

60 feet 1-inch Steam Pipe, 60 feet 3/4-inch Steam Pipe, 40 feet 2-1/2-inch

Shafting, 10 feet 2-1/2-inch Shafting, 12 Pulleys connecting the Shafting, 100

feet Gum Belting, 125 feet Leather Belting.

All buildings complete for operation. Capacity of plant 30,000 feet per day. Plant is on leased ground, and can be removed if desired. Plant has low rates to all markets.

Sale positive. Terms made known on day of sale.

Further particulars on application. PANNILL & HARRISON,

Auctioneers,

Petersburg, Va.

By Richeson & Crutchfield,

Real Estate Agents and Auctioneers.

AUCTION SALE

OF

TWO FRAME TENEMENT

DWELLINGS.

Nos. 2117 and 2119

East Broad Street

SOUTHWEST CORNER TWENTY-

SECOND ST.

THURSDAY, JULY 15, 1909,

AT 5:30 O'CLOCK.

These dwellings contain six rooms each, city water, gas and bath and are in excellent order, having been recently painted and repaired. This is a good opportunity for anyone desiring comfortable homes for persons of moderate means.

TERMS: Liberal and announced at sale.

By The Valentine Auction Co.,

618 East Broad Street.

TRUSTEE'S AUCTION SALE

OF

STOCK, GROCERIES, SHOW CASES,

COUNTERS, REFRIGERATOR,

SCALES, ETC.

By virtue of a deed of trust duly recorded from C. W. Yeaman to me as trustee, I will sell at public auction on the premises, No. 5021 East Broad Street (corner Twenty-first and Broad Streets).

FRIDAY, JULY 16,